

Basic procedures for ridge flying around Worcester

The following has been drawn up to further improve the safety of ridge flying. Please read carefully if you are to undertake any ridge flying. The procedures outlined compliment and in places supersede those previously published.

Right of way:

In terms of the Rules of the Air, the pilot with the mountain to her right has right of way – because she cannot turn to the right. So if the mountain is to your left you have to "yield" to oncoming traffic, by turning to the right. Thus the pilots heading such that the ridge is on their left have to be particularly ready to get -

“the hell out of the way”.

Communications:

Before thinking of communications, just remember that a sharp LOOK OUT is the essential thing on the ridges (after flying the ship correctly). It's no use making the correct radio calls and then colliding with a fast-approaching glider, or the ridge, because you are looking at the radio display. Everybody flying the ridges should be complying with TIBA (Traffic Information Broadcasts by Aircraft) procedures. Essentially, this means that under the Cape Town TMA (Eastern Special Rules Area SRA) you should be on 124.8 and outside the TMA and above 1500ft AGL (above the valley floor) should call Cape Town Information on 131.125

Compulsory radio calls:

These calls (LOUD and CLEAR) have to be made approaching within one kilometre of the compulsory checkpoints, stating call-sign, position and (a) direction (north / south / east / west -bound) (b) altitude and (c) distance from Worcester e.g. *"Oscar Two, Mostertshoek, north-bound, 3300ft, 23km from Worcester"*. These calls are especially important when approaching a checkpoint or "corner", and should be made so as not to have the broadcast blocked by the terrain (i.e., don't make the call when you are up a gully)! When outside of the

SRA these calls should be made to Cape Town Information "Glider Oscar Two, Spur Robertson, east-bound, four thousand feet, 43 km from Worcester" since all pilots flying the ridge should be on same frequency. Additionally, calls should be made:

- ♣ on permanent change of direction,
- ♣ approaching a 'blind' corner (esp. between Swellendam and George where compulsory reporting points have not been published),
- ♣ moving under or out-from-under the Cape Town TMA or,
- ♣ per TIBA, every 10 minutes or so.

If you have a GPS, please put the FAWC runway crossing in as the turn point (S33°40.100, E019°25.250) so you can report distance and bearing (true, not magnetic) to aid separation.

The compulsory (C) reporting and frequency change (F) points are as follows (in decimal format): (refer to figure 1)

Dasklip (C)

S32°54.302, E019°02.294

Keeromberg (C)

S33°36.221, E019°35.071

Mostertshoek (C)

S33°28.200, E019°15.237

N1 @ Hex River (F)

S33°34.667, E019°30.733

Robertson spur (C)

S33°44.195, E019°50.827

Saronberg (C)

S33°11.642, E019°02.483

Swellendam "corner" (C)

S33°57.705, E020°18.762

Waaihoek "corner" (C)

S33°33.313, E019°17.919

Please take special note that on approaching the TMA boundary (Hex & Saronberg/Witzenberg) transmission should be made on the frequency you are departing and on the new frequency. Gliders on the Wittenberg ridge (i.e. to 24 rivers in the north or crossing the Tulbagh valley) should change to 131.125 crossing the second set of power lines on leaving the high section of

the ridge. Gliders joining the Wittenberg ridge (i.e. from 24 rivers in the North or crossing the Tulbagh valley) should similarly change when crossing these power lines to 124.8.

Summary:

- under the TMA eastern sector be on 124.8
- higher than 1500 feet off the valley floor outside these areas be on 131.125
- otherwise observe TIBA rules.

Dasklip

Be aware that the launch point at Dasklip for hang gliders and para gliders is right at the level that gliders usually fly the ridge. This launch point should be treated in much the same way as an airfield, and it is obligatory to make a blind call a few minutes before you intend to pass (on 124.8). The recommended minimum overhead passing altitude is 2700' (500' above the launch site) unless communication is established.

Failing this it would be preferable to leave the ridge in advance of reaching Dasklip so as to ensure adequate separation from these craft that may choose to launch just as you pass.

Finally, don't forget the most important rule about communication –

listen.

And BEWARE of shallow slopes.